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SUBJECT	Comments on Articles in Soviet Publications Concerning Additions to the Reydtanker Fet-	NO. OF PAGES 25X1
PLACE ACQUIRED	roleum Shipping Fleet	NO, OF ENCLS. (LISTED BELOW) 25X1
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THIS BORDWERT CONTACT THE UNITED STATE AND TOGO OF THE U. LATION OF ITS CONTACT TRANSPORTED BY LAD.	THIS INFORMATION APPRETISE THE MATIONAL DEPENDED  10. SETTING THE SCANING OF THISE 1D. SECTION 700  1. SOUTH AS ANTENDED. 175 PERMINDIPLIES DEPENDED  1. SOUTH AS ANTENDED. 175 PERMINDIPLIES DEPENDED  1. THE TO OR RECEIPT OF AN UNCONFERENCE PERMINDIPLE  1. THE REPRODUCTION OF THIS TORK IN PREMISERIES.	S UNEVALUATED INFORM25X11

1. The 23 May 53 (No 22) issue of "Vodnyy Transport" carries an article entitled "Who is Guilty in Ship Stoppages". The article states that in the Summer of 1951 "Reydtanker" received two new coalburning tugs, the "Bogucher" and the "Auron". These are both shallow-craft river vessels whose weak hull construction does not permit them to make openses voyages, consequently "Reydtanker" left them standing idle. In Movember 1951 it was decided that the ships would be re-equipped to burn oil, and the Chief Directorate of the Petroleum Shipping Pleet allocated funds for this purpose. "Reydtanker" had prepared plans for converting the ships by September 1952, but the plans were so unsatisfactory that they could not be used. In 1953 the ships are still standing idle with no work boing done on them and they have not carried a single ton of petroleum in two years.

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This article gives fresh evidence of inefficient management in "Reydtanker" and the Chief Directorate for the Petroleum Shipping Line.

surmise what is happening with the two ships. First of all, inasmuch as these are river vessels, the shipping line cannot employ there for long—distance shipping, consequently they are suitable only for sharting petroleum barges around the port of Astrakam. However, the shipping line already has enough ships in its service-auxiliary fleet and therefore did not want to go to the trouble of re-equipping the two vessels for this purpose. These vessels were forced on the shipping line, a frequent occurrence in my experience. The ships were given to the line so that the record would show the receipt of new vessels. However, the ships stood idle and were finally transferred to other organizations.

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25 YEAR RE-REVIEW

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3∙	"Reydtanker" has received Sturua Plant at Baku have	no new ships. Diesel tug	It is also apparent from the	
141 -	built at the Vano Sturua	plant and ear-marked for " arently "Reydtanker" will	Reydtanker" was instead	5 <b>X</b> 1
4.	Service (in which capacit	y he replaced Kubyshin, al	of the "Reydtanker" Operations so second rank captain of the	
	Maritime Fleet) published	an article in the 4 Apr 5	3 (No 1) isono of Wodney	
	Transport" entitled "Firs basically "Reydtanker" ha be noted that "Reydtanker	t Voyages of Reydtanker" fi s the same ships	rom which it is apparent that  It should 25) acilities for the transport	X1
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